

**MEETING:** Dublin Airport Environmental Working Group

**LOCATION:** Online via Zoom

**DATE:** 21 September 2022, 5pm



**ATTENDEES**

Name	Position/Organisation	Initial
Dr. Danny O’Hare	Chairperson	Chair
Leighanne Dunne	Secretariat	LD
Michelle Molloy	Community Engagement Manager, daa	MM
Ian Clarke	Noise and Flight Track Monitoring, daa	IC
Aine Kirrane	Environmental Sustainability Officer, daa	AK
Mark Finegan	Infrastructure, daa	MF
Malachy Bradley	Senior Planner, Fingal County Council	MB
Patrick Fagan	Santry Residents Association	PF
Darren Pollard	Irish Aviation Authority	DP
Myles Caulfield	River Valley Rathingle Residents Association	MC
George Mongey	Swords Tidy Towns	GM

**ABSENTEES**

Ciaran Moore	Noise and Flight Track Monitoring, daa	CM
David Kelly	Portmarnock Community Association	DK
Caroline Molloy	Santry Community Resource Centre	CM
John Harris	St. Margaret’s The Ward Resident Group	JH
Brian McDonagh	Fingal County Council	BMD
Gerry Duggan	Malahide Community Forum	GD
Leonie Mahon	Royal Oak Residents Committee	LM

Introduction	Action
Chair welcomed attendees to the meeting and advised that this will be LD’s last meeting as Secretariat. Chair introduced AK as daa’s Environmental Sustainability Officer.	
1. Apologies	Action
LD advised that JH sent his apologies.	
2. Minutes of Previous Meeting	Action

Chair requested approval of Meeting Minutes of 15 June 2022, and members agreed.	
<b>3. Matters Arising</b>	<b>Action</b>
None.	
<b>4. daa Update</b>	<b>Action</b>
<p>MM presented daa's update, including actions from previous meeting, Dublin Airport update covering security clearance times, passenger numbers, Community Fund and North Runway.</p> <p>PF enquired about JH's email re North Runway initial operation. MM said that issue was covered in the presentation provided and that a review was taking place, after which members would be further updated.</p> <p>MC noted the speed at which passenger numbers had rebounded and asked what consideration had been given to permitted capacity being reached. MM explained that the speed of recovery had been faster than anticipated, not just in Dublin but at other international airports as well, and pre-pandemic passenger numbers could be reached by next year if the current trajectory continued.</p> <p>MC ask what would happen when passenger numbers reached or exceeded 32 million. MM advised that a planning application will be made seeking to increase capacity, and this will be further discussed by this evening's guest presenter, Mark Finegan from Infrastructure.</p>	
<b>5. Noise and Flight Track Monitoring Update</b>	<b>Action</b>
<p>IC provided an update on Noise and Flight Track Monitoring, including Noise Monitoring Terminals (NMT), WebTrak and noise complaints.</p> <p>MC enquired about the status of a NMT for River Valley. MM advised that the monitor could be placed in River Valley after its monitoring periods in Ongar and Santry were complete.</p> <p>PF asked if there was a further update on the Santry NMT and MM advised that it was agreed at the previous meeting that when monitoring at Ongar was completed, the NMT would be located to Santry. PF asked what the exact time scale will be, and MM advised that it had been agreed that the monitor would remain at each location for 12 months.</p> <p>PF queried the contour for Runway 16 asking why it extends to Coolquay but only as far as the M50 for Runway 34. IC advised that this was because of the utilization for arrivals and departures of the runway and that full details are available for all runways in the 2021 compliance report. PF asked if he could get the total number of departures from Runway 16/34 and IC committed to providing same. MM added that since North Runway has come into operation Runway 16/34 is only used for very specific reasons such as safety or weather.</p> <p>In response to IC's update on WebTrak usage, MC noted that residents are more likely to make phone complaints during the night rather than logging onto WebTrak.</p> <p>IC addressed MC's request from the previous meeting regarding ground noise complaints advising that two complaints had been received in July but this was not visible on the graph because of the comparative low number to other categories. IC suggested he could provide a specific graph for MC showing ground noise complaints from January to September. MC added he had read in document that the noise from take off and landing is calculated by ordinary monitoring system in mathematical format</p>	<p>daa</p> <p>daa</p>
<b>6. Air and Water Quality Monitoring</b>	<b>Action</b>
<p>AK presented the Air and Water Quality reports.</p> <p>PF asked is the base line 40 average daily rather than 50 for PM10. AK advised the that annual average is 40, and that the daily limit should not exceed 50, and by more than 35 times</p>	

<p>in calendar year.</p> <p>PF advised that the World Health Organisation is considering lowering the rate to 10. MC added that there was research which shows the particulate does cause damage, and he would not have liked to have inhaled the air when there was a spike on 10 August as outlined in the graph presented. AK advised that there are several contributory factors, including weather, which can impact the accumulation.</p> <p>PF asked MM if there has been any feedback regarding his comments on the high levels noted previously. MM advised that the spike is caused by the high number of vehicles using the bus station at Terminal 1, and that PF's suggestion regarding an alternative queuing location for the buses had been put forward.</p> <p>PF advised that when he was travelling he had seen the airside busses idling when they were not in use. MM noted that bus companies had been advised not to leave their engines running while in the landside bus station, and AK will follow up with respect to airside operations. MC noted that he understands there is an issue with restarting diesel engines, which results in drivers leaving them running rather than multiple starts.</p> <p>PF asked if the water sites are only being tested for ammonia or other pollution such as PFOS and POPs. AK advised that there is a range of tests and parameters employed and will get further details.</p>	<p>AK</p> <p>AK</p>
<b>7. Dublin Airport Development, guest presenter Mark Finegan, Infrastructure</b>	
<p>MM introduced MF to the meeting to present Dublin Airport's development plans. MF gave an overview of the proposed capital investment plan for Dublin Airport which will include a planning application for increased capacity. MF noted that this presentation was a very high level introduction and that there will be engagement with the community on the plans.</p> <p>PF asked if the ALSSA grounds are going to be developed and MF advised those lands are not shown on the map in the presentation.</p> <p>GM queried if daa consult with their customers on what improvements they would like to see. MF explained that in development of the infrastructure programme, daa would engage with the airlines and specific stakeholders.</p> <p>MC noted that the proposed increase to 40 million passengers would have an effect on the surrounding roads of the airport and asked if daa and FFC were undertaking a traffic and road development plan. MF advised that from daa's perspective, they will be investing in access to public transport to meet the airport's capacity requirements.</p> <p>MC added that the planning application for the Metro could be prolonged. MF noted that daa is very supportive of Metrolink as it is a key connection between the airport and the city, however, the delivery of increased capacity is not dependent on the delivery of Metrolink.</p> <p>PF asked MM why Dublin Airport do not operate a bus service to Ashtown train station. MM advised that there are multiple travel initiatives in the pipeline.</p>	
<b>8. Fingal County Council Planning Applications</b>	
<p>MB gave an overview of the planning applications list sent to the members in the pre-meeting pack.</p> <p>PF asked if the Underpass planning application had been approved. MB advised the application was submitted on 1 September 2022 and is in process.</p> <p>PF stated that a tunnel had been rejected in the 1980s for maintenance, environmental and financial reasons. MB explained that financial costs was not the remit of FCC, however, daa has submitted an environmental assessment report in their application and this would be assessed.</p>	<b>Action</b>

9. Members' Update	Action
<p>PF queried has any company operating in Dublin Airport been given an exception to regulation CN25A by the Department of Agriculture. MM will take this action away.</p> <p>PF why Dublin City Councillors had not been invited to a meeting about ALSAA when Fingal County Councilors had. MM advised that Dublin Airport and ALSAA are located in Fingal and that is why the County's Councillors were invited and PF stated that Santry was not, therefore, represented at the meeting.</p> <p>PF raised his concerns about the lack of attendance by some residents at the DAEWG meetings and asked if the Chair had followed up. MM noted that when this action was raised earlier in the year, the Chair had made contact with members and attendance was higher at the last meeting. PF queried what can be done to encourage residents to attend and Chair said he would consider further.</p>	<p>AK</p> <p>Chair</p>
10. AOB	Action
<p>MM noted it had previously been agreed that the format of the meetings will alternate between online and in-person, taking COVID into account. The members agreed that the next meeting will take place in person with a zoom link provided for those not able to attend in person.</p>	

Meeting concluded at 6.25 pm

Next Meeting: Wednesday, 23 November 2022 at 5pm via Zoom and location TBC